Statement

Year	Number and designation of police personnel who made improper use of Code of Criminal Procedure							Action Taken
	ACP	Inspector	SI	ASI	Head Constable	Constable	Total	
1992	—	1	—	2	—	—	3	One ASI has been censured and transferred to non-sensitive unit while the Inspector and other ASI have been transferred to non-sensitive unit.
1993	1	1	—	1	—	—	3	On the basis of enquiry departmental action has been ordered against the ASI. After examining the explanations of SHO and ACP, the same were found satisfactory.
1994	NIL							
Total :	1	2	—	3	—	—	6	

Losses to Railways due to Thefts and Dacoities

274. SHRI JANARDAN YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the losses due to dacoities and thefts in Railways during 1994-95 and 1995-96 till 30th October 1995, zone-wise;

(b) the steps taken by Railways to prevent thefts and dacoities; and

(c) what is the total claim given by Railways for losses due to thefts and dacoities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (PROF. MEIJINLUNG KAMSON): (a) to (c) The registration, investigation, detection and prevention of crime in the trains is the responsibility of Government Railway Police (G.R.P.) which functions under the control of the respective State Governments/U.T. Administrations. Information pertaining to zone-wise losses suffered by passengers on account of dacoities/thefts and claims thereof is not maintained by the Central Government.

Major Ports in Kerala

275. SHRI M.A. BABY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the names of the major ports in Kerala;

(b) what is the share of each of these major ports in terms of value and volume

in total nationwide sea cargo handled during the last five years;

(c) what are the major items handled by each of these major ports;

(d) what is the percentage of increase in terms of value and volume in traffic in each of the major ports in Kerala for the last five year;

(e) what is the capacity utilisation of each of these major ports, what are the reasons for the shortfall in utilising full capacity in each of these ports; and

(f) what are the major developmental activities going on in each of the major ports?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI M. RAJASEKARA MURTHY): (a) Cochin is the only major port in Kerala.

(b) The share in terms of volume and value handled by Cochin Port during the last five years in terms of major ports is as under:

Year	Share of traffic at Cochin Port in Nation-wide sea cargo handled (%)	Value of cargo handled at Cochin Port (Rs. in Crores)
1990-91	4.8	2826.45
1991-92	4.8	3415.19
1992-93	4.8	3659.02
1993-94	4.2	4392.91
1994-95	4.4	5499.51

(c) The major items of cargo handled at Cochin Port are Crude oil & Petroleum products, Fertilizers, Fertilizer Raw Material, Coir products, spices, Marine products, Tea, Coffee, Cotton piece goods, cashewnuts, Kernels, Chemicals and Iron & Steel machinery, etc.

(d)

		1990-91	1991-92	1992-93	1993-94	1994-95
1.	In terms of value	15.1	20.8	7.1	20.0	25.2
2.	In terms of volume	2.1	2.8	6.6	(−)4.5	13.2

(e) The capacity utilisation during the year 1994-95 was 89.6%. The shortfall in capacity utilisation was mainly in respect of tanker berths due to less import of crude oil by Cochin Refineries Ltd.

(f) The following major development activities included in the VIII Five Year Plan are being undertaken:

(i) Procurement of cargo handling equipment.

(ii) Procurement of 30/35 ton Bollard Pull Tugs (2 nos.)

(iii) Procurement of Bid Dynamic Skimmer.

(iv) Procurement of 2 Reach Stackers.

(v) Depening of COT channel.